Volume 8 Number 46 – Wednesday, 16 November 2016

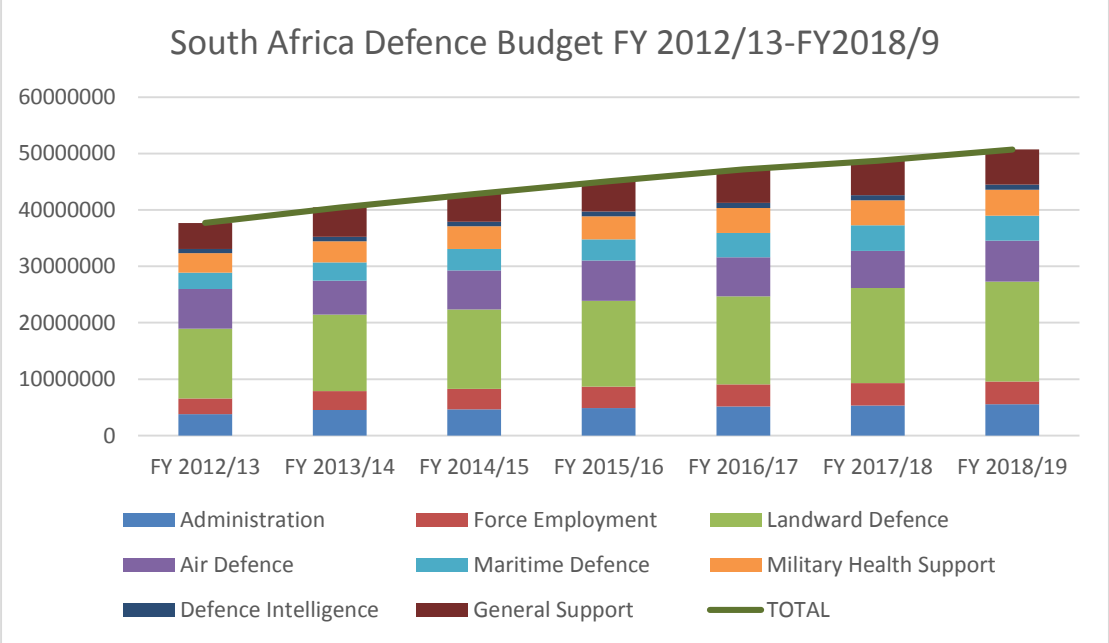
Part I: South Africa

Part II: Epicos Newsroom

South Africa: Future Defence Budget Allocation

The South African defence budget for financial year (FY) 2016/2017 is expected to reach 47.2 billion South African Rand -ZAR- (approximately 3.5 billion US dollars) equivalent to 1.05% of the country's Gross Domestic Product (GDP), significantly increased compared to FY 2015/2016, when the country spent ZAR 45 billion (approximately 3.3 billion US dollars). According to South Africa's authorities defence budget will be further increased in FY 2017-18 and FY 2018-2019 to 48.7 (3.4 billion US dollars) and 50.7 billion ZAR (3.55 billion US dollars) respectively. In the foreseeable future, according to official estimations defence spending will reach 2% of the country's GDP.

South Africa's defence spending has fluctuated considerably over the last three decades. In 1989, the Country ranked 13th in the world in terms of military expenditure and 44th in terms of military spending as a percentage of Gross Domestic Product (GDP). In mid-1990s, South African defence spending had been reduced to less than 3% of gross domestic product and less than 10% of total government spending. Total defence Budget was further decreased reaching 1.54% of GDP in 2004/05.



Source: http://www.dod.mil.za/

In the FY 2016-2017 compensation of employees is expected to consume the largest amount of the country's defence budget, amounting to ZAR 26.9 billion (1.98 billion US dollars) and is expected to further increase reaching 27.1 billion (2 billion US dollars) in FY 2018/19.

Historically, the land forces receive the biggest amount of the defence budget compared to the other two branches of the armed forces. This is reflected in the fact that for FY 2016/17 a total of 15.7 billion ZAR (1.1 billion US dollars) will be allocated to the "Landward Defence Programme" an amount that is expected to further increase in the FY 2018/19 reaching 17.7 billion ZAR (1.3 billion US dollars). With this amount South African land forces are going to replace the Ratel infantry combat vehicles (ongoing), develop a mobile water provisioning system as well as a field feeding system, procure new personal equipment for soldiers and establish a new Ground Based Air Defence System (GBADS). In the beginning of 2016, twenty one infantry combat vehicles were delivered by the Finish company Patria Land and Armament. Denel Land Systems (DLS) and its subcontractors, will manufacture the remaining 221 vehicles (in total 242 vehicles are expected to be delivered to South Africa's army). The turret and weapon systems of the vehicle would also be locally developed and manufactured by DLS. Furthermore, the first phase of the GBADS program is already successfully completed, while the second phase is currently ongoing.

On the other hand the "Air Defence programme" will account for ZAR 6.88 billion (507 million US dollars) in FY2016/17 and is expected to increase by approximately ZAR 360 million (26.5 million US dollars) reaching 7.2 billion by FY 2018/19 (533 million US dollars). Among the procurements, South Africa is planning to carry out with this amount are the replacement of the medium distance 3 dimensional (3D) radars, and the development of the A-Darter Short Range Air-to-Air Missile system for the Air Force a program that is co-funded by the Brazilian Air Force (FAB).

Finally, the "Maritime Defence programme" will receive ZAR 4.3 billion (321 million US dollars) in FY 2016/17 and is expected to increase to 4.4 billion in FY 2018/19 (327 million US dollars). The Navy is planning to acquire new hydrographic and offshore patrol vessels, to upgrade frigates and static communication and to replace its heavyweight torpedo capabilities. The hydrographic vessel will replace the SAS Protea currently in service with South Africa's Navy. A Request for Offer was published in July 2014. The total costs of the offers received exceeded the available budget and thus the Department of Defence and the Navy are in the process of reviewing the total budget before a final decision is reached. In the same manner the answers to the Request of Offer for the three Offshore Patrol Vessels (OPVs) and three Inshore Patrol Vessels (IPVs) the Navy is planning to procure overpassed the available budget and the Department of Defence as well as the Navy are in the process of re-estimating the available budget.

Armscor is the acquisition agency responsible for defence procurement in South Africa. During the FY 2015/16, Armscor managed contracts relating to capital equipment acquisition projects totalling ZAR 6.3 billion (464.5 million US dollars), representing approximately 52.86% of the total acquisition and procurement portfolio managed and executed for the Department of Defence.

During the last decade South Africa procured a variety of defence equipment. Sweden has a leading role in supplying the African country with such equipment. The collaboration between Sweden and South Africa started in early 1999 when the African country procured 26 Gripen fighting aircrafts manufactured by SAAB.

Since then several steps have been taken. The bond between the country and SAAB was further reinforced, with the formation of Saab Grintek Defence (SGD), a defence and Security Company co-owned by local South African interests and the mother company Saab AB. Currently, the company provides solutions to a wide range of sectors, ranging from conservation, mining and health support services to peace-keeping, air traffic control and weather forecasting.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

South Africa: Defence Industry

The Aerospace and Defence (A&D) industries of South Africa has developed several capabilities. More specifically, its defence industry has developed a strong set of core competencies in the following domains: weapon systems - including weapons for aircraft, helicopters, ships, vehicles, artillery and infantry; communications - including secure communications, electronic warfare, radar and information technology; finally, several companies are involved in the design and development of avionics sub-systems for fighter aircraft and attack helicopters. Furthermore, a number of local companies have competences in providing vehicle systems, simulators, unmanned aircraft and logistics' services. On the other hand the aerospace industry consists of a large number of business and research entities which provide a wide range of products and/or services such as aircraft materials, parts and components for commercial and military aviation, propulsion systems, avionics, sensors, ICT systems, maintenance, repair and overhaul (MRO) etc.

Additionally, South Africa's defence industrial base contains various types of entities, including state owned defence companies such as Denel, the business units of Armscor and the Council for Scientific and Industrial Research (CSIR); Research and Development (R&D) facilities of organisations such as universities, e.g. the Institute for Maritime Technology; Industrial facilities of the Armed forces such as the Simon's Town Dockyard and several private owned companies.

According to a report published by the South African Aerospace Maritime & Defence Industries Association (AMD) the annual turnover of the local defence industry in 2012 was ZAR 13.3 billion (approximately $994 million US dollars) compared to ZAR 10 billion (approximately 748 million US dollars) in 2008. In 2014 the turnover of the defence industry increased to ZAR 15.8 billion (1.1 billion US dollars). In 1995, nearly 29% of the defence output of the South African defence industry was exported. In 2012 total defence exports were significantly augmented reaching 67% of the total production. Exports in 2015 amounted to ZAR 9.1 billion (652.8 million US dollars). Additionally, it is worth mentioning that the sector invests roughly R1.2 billion (approximately, $90 million US dollars) in research and development (R&D) annually and provided employment to 15.000 highly skilled personnel.

One of the most important companies in South Africa, is Denel a state-owned commercially-driven company which groups together several defence and aerospace divisions and associated companies. Denel manufactures among others, arms and ammunition, missiles, aero-structures, unmanned aerial vehicle systems and optical payloads. A business unit of Denel, Denel Land Systems (DLS) and its subcontractors, will manufacture 221 infantry combat vehicles for the local armed forces. More on that, the turret and weapon systems of the vehicle would also be developed and manufactured by DLS.

In order to further enhance the technological level of the local defence industry South Africa's authorities have promoted the creation of cooperative schemes with foreign partners. Under this context, Saab Grintek Defence (SGD) was founded, a defence and Security Company co-owned by local South African interests and the mother company Saab AB. Currently, the company provides solutions to a wide range of sectors, ranging from conservation, mining and health support services to peace-keeping, air traffic control and weather forecasting. Currently, the company employs 650 staff across its two facilities, in Pretoria and Cape Town.

The interests of South Africa's defence industry are represented by the Aerospace, Maritime and Defence Industries Association of South Africa (AMD).

Finally, one must also stress that some of the latest technological advantages in several industrial sectors are partially spin-offs of technological developments in the country's A&D industry. Also, the local A&D industry, contributes significantly to employment and skills development by training engineers that are then employed by other industrial sectors such as construction, transportation and power-generation.

Kyriazis Vasileios,
Epicos Newsletter Head Editor

Epicos "Industrial Cooperation and Offset Projects"

Epicos "Industrial Cooperation and Offset Projects" provides a unique set of online tools enabling the structure, identification and implementation of comprehensive Offsets programs, through a searchable database. By introducing different offset projects and ideas proposed by local A&D industry it ensures the optimum cost for Prime Contractors and reassures that the priorities of local industry are fully met…

For Further Information Press Here

Development of an advanced Fluxset type magnetic field sensor for Airborne Antisubmarine Warfare

A company with vast experience on customized hardware and software solutions, the development of avionics and other high-tech electronics systems and simulators, is proposing -in the frame of an offset project- partnership with a prime contractor or a third party company, in a targeted country, specializing in sensing technologies, for the development of an advanced Fluxset type magnetic field sensor for Airborne Antisubmarine Warfare.

For Further Information Contact our ICO Department

Mail at: a-kintis@epicos.com

Design, manufacture and repair of exceptionally precise mechanical components and assemblies for A&D applications

A company with extensive experience in designing and manufacturing exceptionally precise mechanical components and assemblies (gearwheels and axles, spur and worm gears, manual and automatic actuators, precision gears and fine mechanical parts and assemblies) is willing to undertake the design, prototyping, testing, production and optionally the repair and overhaul of components to be used in aerospace and defence applications (actuators, gearboxes, transducers, etc).

For Further Information Contact our ICO Department

Mail at: a-kintis@epicos.com

News from our A&D Business Network

RUAG Australia wins lead assignment in four technology groups for F-35 regional sustainment

In a major coup for the national Defence Industry, Australia has won 10 of the initial 11 component categories available to partner countries for F-35 Joint Strike Fighter regional sustainment. Starting in 2025, RUAG Australia will have lead responsibility within the Pacific Region for the maintenance, repair and overhaul of Joint Strike Fighter components in four Repair Technology Groups - Valves (RTG F), Auxiliary Power Systems (RTG G), Landing Gear Components (RTG L) and Hydraulics, Pneumatics, Pneudraulics & Hydro-Mechanical (RTG H) – all of which are consistent with RUAG Australia's core capabilities.

As a significant, long-standing provider of in-country component maintenance and repair capabilities to the Australian Defence Force, RUAG Australia is extremely well qualified to now extend such services to the regional Joint Strike Fighter fleet and is particularly appreciative of the recognition accorded to RUAG Australia by the Joint Strike Fighter Program Office.

The assignments to RUAG Australia are the result of three years of discussion and close collaboration by RUAG Australia staff with Joint Strike Fighter component Original Equipment Manufacturers, including Honeywell, UTC Aerospace Systems, Eaton, Moog and Parker, and with its industry partners and suppliers in Australia, including TAE and H.I.Fraser. RUAG Australia also acknowledges the consistent support provided to Australian industry by Defence's Joint Strike Fighter Division and the strong advocacy for Australian companies by the Hon Christopher Pyne, Minister for Defence Industry.

"This assignment is a genuine reflection of the quality and skill of our people and the treasured reputation for reliable service that they have developed over many years of serving the military customer," said John Teager, Managing Director of RUAG Australia. "The Joint Strike Fighter will be the cornerstone of the Royal Australian Air Force, and a number of other air forces, for many years to come. RUAG Australia is committed to being a successful and valued member of the global team supporting the platform," he added. "We look forward to collaborating with our chosen partners in delivering the best possible Australian contribution to the Joint Strike Fighter program, both in terms of manufacturing and deeper level repair. There is still much work to be done before component repair assignment becomes actual work, but the laying of the foundation can never start too early. We will continue to extend and broaden our existing manufacturing contracts as well as bidding, alongside our partners, for additional Joint Strike Fighter sustainment opportunities as they emerge."

RUAG Australia has a long history in the Joint Strike Fighter program having been manufacturing major hydraulic components for the aircraft continually since the system design and development phase in 2003. The assignment for deeper level maintenance and repair is a logical and very welcome extension to RUAG Australia's well established engineering capabilities. RUAG Australia welcomes the opportunity to continue its support to the Joint Strike Fighter program in both manufacturing, surface finishing and deeper level component repair for many years to come.

RUAG Australia, with its headquarters in Melbourne, operates from five locations across Australia – two in Victoria, one in South Australia and on-base at RAAF Amberley and RAAF Williamtown. All sites will likely contribute over time to the delivery of Joint Strike Fighter deeper level component maintenance and repair. RUAG Australia is the Australian arm of the Swiss based RUAG Group and a core element of RUAG Aviation International. RUAG established itself in Australia through the acquisition of Australian company Rosebank Engineering in late 2012.

RUAG Aviation is a leading supplier, support provider and integrator of systems and components for civil and military aviation worldwide.

Servicing aircraft and helicopters throughout their entire life cycle, the company's core competencies include maintenance, repair and overhaul services, upgrades, and the development, manufacturing and integration of subsystems.

RUAG is an authorised service centre for OEMs of renown, such as Airbus Helicopters, Bell, Bombardier, Cirrus, Cessna, Diamond, Dassault Aviation, Embraer, Leonardo-Finmeccanica (AgustaWestland), Piaggio, Sikorsky, Pilatus, Piper, and Mooney, as well as a service centre for 328 Support Services, Hawker Beechcraft, Viking und MD Helicopters. RUAG Aviation is also a partner to the Swiss Armed Forces and other international air forces.

The company is also the manufacturer (OEM) of the Dornier 228, a versatile aircraft for challenging special missions and passenger and cargo operations.

RUAG Aviation is an approved Part 21/J EASA Design Organisation, Part 21/G EASA Production Organisation, and Part 145 EASA Maintenance Organisation.

For Further Information Click Here

Etihad Airways Engineering and Airbus sign MoU to develop A380 MRO Services in Abu Dhabi

Etihad Airways Engineering and Airbus have signed a Memorandum of Understanding (MOU) to work jointly on the development of a new A380 MRO Services offering. With this partnership Airbus and Etihad Airways Engineering will combine their respective skills to offer the market a value-adding MRO service solution for worldwide A380 operators, starting in 2017.

The partnership aims to establish A380 Maintenance, Engineering and Upgrades capabilities in Abu Dhabi to provide third-party support for airlines' A380 fleets by providing them with efficient turnkey solutions. A380 customers will thus be able to have their A380 fleets' heavy maintenance checks and upgrades installations performed concurrently 'under one roof' in Abu Dhabi. In addition, all necessary consumable and expendable parts (needed for the heavy checks and upgrades service bulletin embodiment) will be provided on-site by Airbus' dedicated inventory management subsidiary – Satair Group.

The service will also be particularly useful to those A380 operators who already have 'in-house' MRO capability, but whose own facilities are fully booked with work and therefore need to offload some heavy checks and upgrades to a third-party facility which is backed by Airbus. To this end, Airbus is proud to count Etihad Airways Engineering as a valuable partner to offer these services, in the relentless pursuit of innovation, quality and competitiveness.

Airbus and Etihad Airways Engineering have a long-standing history of successful collaboration on delivering A380 MRO services. Etihad Airways Engineering also just recently delivered ahead of schedule Etihad Airways' first A380 heavy maintenance C-check along with an extensive cabin refresh. Leveraging Etihad Airways' highest cabin standards, Etihad Airways Engineering is uniquely positioned with strong expertise to deliver major cabin modifications.

Etihad Airways Engineering is the largest commercial aircraft maintenance, repair and overhaul (MRO) services provider in the Middle East. As part of the Etihad Aviation Group, the company offers line, light and heavy maintenance services around the clock, including design, advanced composite repair, cabin refurbishment and component services, from its state-of-the-art facility adjacent to Abu Dhabi International Airport.

Airbus, a division of Airbus Group, is the global leading commercial aircraft manufacturer with the most modern, comprehensive and efficient family of airliners, ranging in capacity from 100 to more than 600 seats. Airbus has sold around 16,750 aircraft to over 400 customers and, in addition, provides the highest standard of customer support and training

through an expanding international network. Airbus employs some 55,000 people and in 2015 generated revenues of 45.9 billion Euros.

For Further Information Click Here

Epicos NewsRoom

Technica Awarded $224M U.S. Air Force Contract for Global Communications Support

Technica Corporation, a leader in high-end-systems engineering and operations and maintenance for mission-critical networks, today announced it was awarded a $224 million NETCENTS – 2 Network Operations Small Business task order by the U.S. Air Force. Technica will manage all communications networks and information technology services for the Air Force's 844th Communications Group and National Military Command Center (NMCC), which serve senior leaders across the National Capital Region and Department of Defense (DoD) agencies worldwide.

"Technica will maintain, manage and integrate over 600 systems that support the communications of more than 10,000 mission critical users in the AFNCR," said Technica President and Chief Executive Officer Miguel Collado. "Our 20 years of experience with the Defense Information Systems Agency and DoD programs positions us as a trusted advisor and an expert in supporting extensive network operations."

Technica will support the Air Force District of Washington's no-fail mission in support of the Office of the Secretary of Defense, Joint Chiefs of Staff, Headquarters Air Force, the Pentagon, Joint Base Andrews, Joint Base Anacostia-Bolling, and other U.S. Air Force sites within a 300 mile radius, plus Ottawa, Canada. The contract has a base year value of nearly $41 million plus four option years with a total contract value of $224 million. The Team has over 15 years of experience supporting the AFNCR warfighters.

The Technica Team will provide mission-critical communications systems engineering; enhanced IT services; strategic planning; and innovation including:

- Planning and implementation of the Joint Information Environment enterprise initiatives;
- Data center and infrastructure consolidation, modernization and customization; and
- Improving cyber posture and delivery of information for senior DoD leaders.

About Technica Corporation

Technica Corporation, founded in 1991, provides high-end system engineering services, products, and leading innovative solutions to Defense, Intelligence, Law Enforcement, and Federal civilian agencies. The company specializes in systems engineering; integration and testing; cybersecurity; and product development, deployment, and support. For more information, please visit: www.technicacorp.com.

Source: Epicos, Technica Corporation

US Marine Corps Selects BLACK BOX for Base Infrastructure and Unified Communications Upgrade

Black Box Corporation, a leading technology solutions provider, announced today that it has been awarded a $17.9 million contract from the Marine Corps Systems Command Base Telecommunications Infrastructure (BTI) Program Office to upgrade and expand the existing telecommunication network architecture and systems to a high availability Unified Communications solution at MCB Camp Lejeune, NC.

The project represents an ongoing effort by the Marines to improve command and control, communications, computing, and intelligence (C4I) capability sets at Marine Corps Bases globally. Black Box was selected because of its value-based solution to the technical requirements, its experience, and its reputation for providing best of breed fully integrated UC capabilities and solutions for the Marines and other Defense Department organizations worldwide. Black Box works closely with the US Marines and other MILDEPs assuring that its provided solutions are aligned with C4I mission outcome requirements.

For the BTI Camp Lejeune Project, Black Box will Engineer, Furnish, Install, Secure, and Test the communications, network, and collaboration infrastructure at Camp Lejeune.

"We are honored to support the Marine Corps as their trusted partner in upgrading and expanding their Unified Communications based C4I capability at Camp Lejeune," said Jeff Murray, Vice President Government Solutions, at Black Box. "We look forward to helping the Marines improve the C4I mission environment at Camp Lejeune as we have done globally for the Marine Corps and other MILDEPs over the past 30 years."

The Camp Lejeune C4I upgrade and expansion project is the latest outcome-based solution awarded to Black Box in support of US Marine Corps. Other projects include sustainment capability for the Marines located in Asia Pacific, and C4I upgrades at Camp Pendleton, 29 Palms, CA and others.

About Black Box

Black Box is a leading technology solutions provider dedicated to helping customers build, manage, optimize, and secure their IT infrastructure. Black Box delivers high-value products and services through its global presence and more than 3,500 team members. To learn more, visit the Black Box website at http://www.blackbox.com.

Source: Epicos, Black Box

BELL Helicopter Signs Memorandum of Understanding with IAR - Ghimbav Brasov

Bell Helicopter, a Textron Inc. (NYSE: TXT) company, is pleased to announce the signing of a Memorandum of Understanding with IAR - Ghimbav Brasov Group, a leading company in the Romanian defense and aerospace industry.

“Bell Helicopter is a strong global partner and we are pleased to have this opportunity,” said Ion Dumitrescu, general director of IAR - Ghimbav Brasov. “We look forward to exploring different avenues of cooperation on one of the most capable platforms in the world.”

IAR - Ghimbav Brasov specializes in aeronautical structures and electrical work, with a special emphasis on MRO capabilities for helicopters. The company has been in operation for more than eight decades and is well positioned to provide support for the AH-1Z “Viper” attack helicopter should it be purchased by the Romanian government.

“We are excited about potential collaboration with a company as well regarded as IAR - Ghimbav Brasov. Their talented engineers and specialists make them a leader in the Romanian defense industry,” said Lisa Atherton, Bell Helicopter executive vice president of Military Business. “The potential for the AH-1Z Viper in Romania is exciting, and the AH-1Z should be a very strong candidate in addressing the Romanian government’s need for an advanced, reliable platform for security and defense.”

NATO guidelines published in 2015 encourage member nations to dedicate 2% of their gross domestic product (GDP) for defense spending. The goal is to modernize equipment and enhance capabilities in order to more effectively contribute to national and regional defense. Many governments in Eastern Europe are increasing defense spending to better support the goal of defensive strength and deterrence in response to increasing regional threats. The government of Romania continues to commit funding and resources to help meet the NATO threshold, and expect to exceed their current 1.7% defense spending level in the coming years.

The AH-1Z Viper is the most advanced anti-tank attack helicopter in production. It is designed in partnership with the United States Marine Corps and carries the widest range of precision weapons and most advanced sensors available. The Viper has a combat radius greater than 240km when carrying 16 Hellfire missiles, 2 AIM-9’s, and 650 20mm rounds. The Viper offers more capability than other available attack platforms with lower acquisition, maintenance and life-cycle costs.

For Further Information Click Here

Source: Epicos, Bell Helicopter

Vector Aerospace completes first Pratt & Whitney Canada PW305A engine test at its UK facility

Vector Aerospace, a global independent provider of aviation maintenance, repair and overhaul (MRO) services, has recently completed its first Pratt & Whitney Canada (P&WC) PW305A engine test at its Fleetlands facility in Gosport, Hants, UK.

The announcement highlights Vector's continuous growth in the business and general aviation engine support market. Commenting on the milestone of the first PW305A pass-off test, Simon Jones, Vice President - Business Development at Vector Aerospace, commented: "This recent capability introduction, along with the addition of PW305 and PW306 variants to our existing P&WC Designated Overhaul Facility (DOF) authorization for the PW300 family, enables Vector Aerospace to provide operators with comprehensive support for this hugely popular series of engines. We are now pleased to offer total support, including global Mobile Repair Team (MRT) coverage, for the PW305A/B, PW306A/C, PW307A and the PW308A/C." Jones continued, "With our global network covering six continents, we have the ability to react swiftly to our customers' requirements, minimizing aircraft downtime thanks to our fast MRO turnaround times and large inventory of rental engine assets. The entire PW300 series has proved to be a highly reliable powerplant, and Vector is honored to be associated with it."

Vector's long-running relationship with Pratt & Whitney Canada also includes full support for the PT6A turboprop family, as an authorized Distributor and Designated Overhaul Facility (DDOF), and comprehensive support of the JT15D, PT6T, PW100 and PW150A powerplants as a P&WC Designated Overhaul Facility (DOF).

About Vector Aerospace

Vector Aerospace is a global provider of aviation maintenance, repair and overhaul (MRO) services. Through facilities in Canada, the United States, the United Kingdom, France, Australia, South Africa, Kenya and Singapore, Vector Aerospace provides services to commercial and military customers for gas turbine engines, components and helicopter airframes. Vector's customer-focused team includes over 2,300 motivated employees.

Vector Aerospace holds approvals from some of the world's leading turbine engine, airframe and avionics OEMs. Powerplants supported include a wide range of turboshafts, turboprops and turbofans from General Electric, Honeywell, Pratt & Whitney Canada, Rolls-Royce and Safran. Vector Aerospace also provides support for a wide range of airframes from Airbus Helicopters, Bell, Boeing and Sikorsky, its capabilities including major inspections and dynamic component overhaul, and offers full-service avionics capability, including aircraft rewiring, mission equipment installation and glass cockpit upgrades.

For Further Information Click Here

Source: Epicos, Vector Aerospace

Jet Aviation Signs Agreement for its 10th C-Check on a Dassault Falcon 7X in Basel

Jet Aviation's Maintenance Center in Basel recently signed an agreement with an undisclosed customer that will have the company perform its 10th C-Check on a Dassault Falcon F7X. Jet Aviation completed its first C-Check on this aircraft type in April 2015.

As a Dassault Falcon Authorized Service Center, Jet Aviation's Maintenance Center in Basel is quickly gaining experience with the largest maintenance event for the Dassault Falcon 7X aircraft. The company recently completed two C-checks on Falcon 7X aircraft, delivering them to their respective operators following seamless test flights, and has now signed an agreement to conduct its 10th C-Check on a Falcon 7X.

To optimize the downtime, the 10th C-check at the Basel Maintenance Center will be performed in conjunction with an extensive list of Service Bulletins (SBs), including a fuel accessibility improvement for the center-wing tank (SB 338) and a fluids circulation improvement in the lower panels of the lateral center-wing tanks (SB 353). In addition, the interior will be refurbished and a new exterior paint will be applied.

"Jet Aviation works closely with the OEMs to ensure we have the necessary tooling and expertise for the various aircraft types, and we also continually strive to improve and optimize work flows to gain efficiencies and reduce ground time," said Johannes Turzer, senior vice president and general manager of Jet Aviation's Maintenance Center in Basel.

Regarding the two recent deliveries, Basel's Maintenance Director for Dassault Aircraft Fabien Fuster confirmed that both Falcon 7X operators went operational with their aircraft on the same days as their test flights. "We've had the opportunity to complete 9 C-Checks on the Falcon 7X the past year and a half, which has really helped us hone our skills. By drawing on our experience gained through previous checks and modifications, successive customers benefit," explained Fuster. "With the service bulletins for this upcoming 10th C-check, for example, our professional team of technicians has already performed 14 such modifications."

For Customer Representative Adrian Hollenbach, Technical Director & Continued Airworthiness Manager for Planair Enterprises, Jet Aviation's expertise with the Dassault Falcon 7X was clearly paramount. "We selected the Jet Aviation Basel Maintenance Center to do our C-Check, because we knew they had considerable experience with this aircraft type. We clearly made the right choice, as we didn't have any findings during the test flight and common problems were fixed quickly."

For Further Information Click Here

Source: Epicos, Jet Aviation